READY FOR THE GREAT RACE

THE IRVINGTON-MILLBURN CONTEST MORE IMPORTANT THAN EVER.

A BETTER LOT OF RIDERS AND MORE ELABORATE ARRANGEMENTS FOR THE CYCLISTS' DERBY TO-MORROW THAN NEW-JERSEY HAS SEEN BEFORE-KEEN INTEREST

> AROUSED BY THE TRIB-UNE TROPHY.

The eyes of the cycling world of this district will be turned toward the excellent macadamized road in New-Jersey to-morrow on which the annual Cycle Derby of the East will be run, over the hilly course between Irvington and Millburn. The race will start at 11 a. m., rain or shine, and almost any kind of weather is preferable to the sort doled out by the weather authorities last year. The thousands who visited the course last season have not forgotten the heat and the suffering entailed in reaching the course. Blinding dust flew in every direction, and the mercury was trying its best to climb up out of the top of the weather bulb. Bicycles were stacked in woods and fields, and it was a wonder that many wheels were not stolen.

This year the arrangements will be better. A grandstand has been erected in the woods where the race will start and finish, and there will be also a system for the checking of wheels. This will be appreciated by cyclists at large, for in the past many wheelmen refrained from riding to the course on account of the poor accommo-

THE RACE AND THE PRIZES.

There will be 123 starters this year. While be, and they deserve the thanks of wheelmen this number will not be so large as was the case at large. Intending spectators are warned not last year, the entries show a better lot of riders, to purchase fake score cards. The official score

ket-st. station, and those going by the Central Railroad of New-Jersey can leave the train at the Broad-st. station. The charge will be 25 cents for a round trip, with no charge for wheels.

WHO THE OFFICIALS ARE.

The committee from the Associated Cycling Clubs of New-York, New-Briefo of ont less than two years.

Rules to Govern.—All questions which may arise and are not covered by the foregoing rules shall be decided by the racing rules of the L. A. W.

EDWARD GERBEREUX.
A. C. C. of N. Y., Chairman; GEORGE W. SHANNON.
A. C. C. of L. L. Secretary; WALTER RUTAN.
A. C. C. of N. J., Treasurer, Joint Race Committee.

TRACK—LOOKING OUT FOR THE COMFORT OF RIDERS AND VISITORS.



CITY MAGISTRATE CHARLES E. SIMMS, JR.,

a success, and with anything like good weather there is no doubt that the ambition of the members will be gratified. Messrs. Gerbereux, Shannon, Brock and Rutan have worked hard to make the Cycle Derby all that it should

THE REFEREE. and has worked earnestly to make the race

Chia Uropho

hbington - Millburg

Road Race

Presented by

New-Hark Tribune

May 31. 1897



New-York, New-Jersey and Long Island, May 19, 1897.

Officers of the race—The officers of the race shall be a referce, seven judges, seven timekeepers, one starter, one clerk of the course and assistants, one scorer and assistants, two chief umpires and assistants, and two chief marshals and assistants. Referce—The referce shall have general supervision of and authority over the race, and shall give judgment on protests received by him; shall decide all questions or protests respecting foul riding, etc., of which he may be personally cognizant, or which may be brought to his notice by any other official. He shall decide all questions whose settlement is not provided for in these rules, and he shall have power to remove any official who in his judgment is incompetent. From his decision there shall be no appeal. Judges—There shall be seven judges at the finish. In case of a disagreement a majority shall decide. Their decision as to the order in which the men finish shall be final.

Clerks of the course—The clerks of the course shall arrange the men in groups according to handicaps, ready for the start. Competitors must report to him promptly as their numbers are called.

Umpires—It shall be the duty of each umpire to him promptly as their numbers are called.

Umpires—It shall be the duty of each umpire to him promptly as their numbers are called.

When the chief umpire, and to watch closely the riding, and immediately after the race to report to the referce any competitor or competitors whose riding may be considered unfair.

Marshals—It shall be the duty of the marshals to use their best endeavors to pairol and keep that part of the course assigned to them by the chief marshal clear of obstructions.

Changing bleycles—Contestants may change bleveles during the progress of the race, but they must at all times be with a wheel, and make no progress unaccompanied by a wheel.

Rules of the Road—The law of the road shall be strictly observed; all contestants must keep to the strictly observed; all contestants must kee

dged a foul. Pace-making.—If clearly proven that any con-stant submits by consent to pace-making, he

ASPHALT STRIPS UPTOWN.

STREET COMMISSIONER HAFFEN'S NEW DEPARTURE.

THE WORK IN PROGRESS ON WESTCHESTER-AVE. AND ONE-HUNDRED-AND-THIRTY-

EIGHTH-ST .- A CHARMING RIDE TO FORT SCHUYLER.

An interesting departure in the matter of asphalt strips for the benefit of bicyclists is being made in the upper part of the city. People on Manhattan Island have been familiar for some time with the strips laid on Madison-ave, and Hudson-st. These strips are close to the curbstones on both sides of the thoroughfares named, and, while they are a great convenience, wheelmen are frequently com-pelled to turn out on the granite pavements to get past vehicles standing in front of houses and drawn up close to the curb. It has been supposed by some that, as the strips were laid especially for the benefit of riders of the wheel, this class of people had an exclusive right to them, and that it was the business of the police to keep other vehicles off. The law passed by the recent Legislature, however, has no application to bicycle paths in the streets of a

Under the direction of Street Commissioner Haffen experiments are being made on the upper side of the Harlem with asphalt strips some distance away from the curbstones. Such strips are now being laid on Westchester-ave, and East One-hun-dred-and-thirty-eighth-st. On the last-named street the work of putting down asphalt has just begun, but on Westchester-ave, considerable progress has been made, and a part of the strip on one side was in use more than a week ago. The avenue is a wide thoroughfare, with a double cartrack run-ning along the centre. A few feet outside of the tracks, on the north side, a ribbon of asphalt five feet wide has been placed, and a similar ribben is to be put down on the other side. In order to cause as little trouble as possible, it was ordered by the commissioner that the pavement on only one side should be torn up at a time.

The avenue is paved with granite blocks. These are taken up for the required width, and then re-placed so as to lie a couple of inches or so below the general surface. The depression is then filled in with asphalt, which is made level with the granite pavement. The same course is being pursued on One-hundred-and-thirty-eighth-st. Riding over the strip on Westchester-ave., where completed, is easier than to ride on a similar strip next the curb, since there is little turning out, and one has to give no thought to keeping clear of curbstones. Westchester-ave, is unusually broad, and there is plenty of room for vehicles drawn by horses with-

Miss P. H. Cosgrove, Mr. Aller Mrs. W. K. L. Dickson, C. F. Rand, Charles M. Dawson, Mr. and Mrs. L. Weber.

Adelphi Hotel, Liverpool—Mr. and Mrs. J. Boyle, Raoul de Bary, W. F. Wagener, A. C. Elliott, L. Bianchard, Thompson Jowett, W. A. Burton, F. R. Hudson, W. M. G. Singer, F. Waugh, M. J. Lanar, Mr. and Mrs. Robert Lloyd, William Wood, T. J. Amberg, A. F. Amberg, A. D. Harrison, H. Broch and family, H. W. Blecher, Miss E. Warren, J. Moiler and family, E. Bush, E. Dickson, T. E. Bernard, John R. Dunley, W. Cardingley, D. L. Einstein and family, R. A. Hibbs, L. L. Fleming, H. W. A. Page, F. Beer, Mr. and Mrs. R. Preston, E. A. Hendrickson, W. E. White, Mr. and Mrs. M. A. Wilks.

Hotel Chatham, Paris—George Holenker, V. W. Fox, G. O'Connell, George Cooper, L. Stadecker, Miss Stadecker, W. Rodgers, F. L. Blake, W. Ribaux, L. Case, A. L. Francis, R. Allen and family, Mr. and Mrs. H. Mitchell, A. Wagner, J. Chandler, Miss McMillan, T. Corey and family, Mr. and Mrs. J. S. Murphy, D. C. Percival.

SUMMER PLANS AT WAWBEEK. Hotel Wawbeck, Wawbeek, N. Y., May 29 (Special).—Dr. J. P. Munn and his family are to occupy Hillside Cottage, at Wawbeek, in the Adirondacks,

Mrs. George H. Stone and the Misses Stone, of Morristown, will pass the month of August at Waw-beek Lodge, Adlrondacks.

Mrs. C. H. Meeker and Miss Meeker, of New-York, have engaged rooms for the season at Waw-beek Lodge, Adirondacks.

SARATOGA SEASON OF 1897.

Saratoga, N. Y., May 29 (Special) .- This famous health and recreation resort acquires a wider pop-ularity each season as its attractions increase. In few other places can so much benefit be derived few other places can so much benefit be derived from a stay as in Saratoga, and every year it becomes more and more the Mecca for the social world. The health-giving springs flow percannially, and its attractions are enhanced every summer. The season will begin with the opening of the Grand Union Hotel on June 15, and makes the Grand Union Hotel on June 15, and makes the sixth consecutive year of the management of Woolley & Gerrans, under whose proprietorship the Grand Union has become a popular as well as one of the largest summer resort hotels in the world. The social successes of the entertainments provided for the patrons of the Grand Union are brilliant, and it is expected that this season's festivities will outshine all previous efforts.

CONSIDERING THE TICKER QUESTION. The special committee of the Governing Comconsidering the ticker question is composed of Francis L. Eames, president of the Exchange; R. Francis L. Eames, president of the Exchange; R. H. Thomas, vice-president of the Exchange; F. L. Henry, J. T. Atterbury and Rudolph Keppler. There is a proposition to put a stop to the practice of publishing the names of brokers who make sales of purchases of stocks, with the amounts of their transactions. This information is now furnished to the Wall Street news agencies by telephone clerks in the Exchange, employed by brokers.

Philadelphia, May 29.-Predictions are made that the National meet of the League of American Wheelmen this year will break all records in points of general interest and attendance. Visitors to the meet, which will be held this year in Philadelphia, August 4-7, will have an oppor-tunity of exploring the beauties of one of the finest riding districts in the country. The romantic Wis-sahickon, winding its way through the Montgomery County hills, and finally reaching the Schuylkill through a narrow gorge in Fairmount Park, affords opportunities galore to the cycling student of nature and the camera enthusiast. The Wissahickon Drive follows its banks from the mouth far



NEAR VALLEY GREEN.

into one of the most famous farming countries in the world. The accompanying picture was taken near Valley Green, in Fairmount Park. In all directions from the Quaker City radiate

fine pike roads to the various larger towns. These will afford unlimited opportunities to the members of the racing family to gratify their scorching proclivities and at the same time explore the country surrounding Philadelphia. The illustra-tion gives a good idea of Chester Pike at Glen-

While the National championships at Louisville last year were open to professionals as well as amateurs, the programme of the races to be held at Willow Grove on August 6 and 7 next will contain no less than six championships, four for professionals and two for amateurs. The professional championships will be at a quarter, half, one and five miles, and the one-mile race will bring to light that long-looked-for individual-the mile champion of the United States. To win that race will be an honor that will carry with it no little distinction, and will, in addition, be worth thou-sands of dollars to the fortunate individual who first reaches the tape in the last desperate sprint. The winning of any of the National professional championships, in fact, will mean much to the man or men who capture the prizes, and they will



The racing men will be interested to learn that the accommodations provided for them at the Willess accommodations provided for them at the Willess Grave track will be all that the most exacting MALTBY, HENLEY CO., - - - - 20 Warren St., N. Y.



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have always been leaders, and never so deservedly as now. A secondhand Victor in good condition is far better to buy than a great many of the new machines 10w offered. New '96 Victors at the price we make are the best purchase in the market. Whatever amount you have for a bicycle, see us about it, and if we can't show you the best thing for your money don't spend it with us.

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R. J. McMahon, of Long Island City, lately rode his

on a challenge from the rider of a racer of another make, down a flight of 22 steps, City Hall, L. I. City, without the slightest effect on the wheel, then invited the challenger to do

Our racers are guaranteed only for the Track, but we mention this as evidence of the STUFF that's in them. Roadsters, Tandems, Triplets and Quads,

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BALANCE IN 12 MO. PAYMENTS. CALL OR WRITE. E. G. P. CO., 29 BROADWAY, N. Y. DURING MAY UNTIL 10 P. M.

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